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AIR FORCE INSTRUCTION 11-2UV-18,
Volume 3

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Flying Operations

UV-18 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures,* and AFI 11-202, Volume 3, *General Flight Rules.* Along with its complementary **Chapter 5** (Local Operating Procedures), this instruction prescribes standard operational procedures to be used by all pilots operating Air Force UV-18 aircraft. This instruction is not applicable to the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references, abbreviations and acronyms.

See **paragraph 1.8.** of this volume for guidance on submitting comments and suggesting improvements to this publication.

The Paperwork Reduction Act of 1974 as amended in 1996 and AFI 37-160, Volume 8, *The Air Force Publications and Forms Management - Developing and Processing Forms,* affect this publication. Maintain and dispose of records created as a result of processes prescribed in this instruction in accordance with AFMAN 37-139, *Records Disposition Schedule*.

Chapter 1

GENERAL INFORMATION AND REQUIREMENTS

1.1. Scope . This instruction outlines the procedures applicable to the safe operation of the UV-18. With the complementary references cited, this instruction prescribes standard operational procedures to be used by all pilots operating UV-18 aircraft. Aircraft Commanders will ensure all occupants of the aircraft comply with this directive.

1.2. Pilot's Responsibility. This instruction, in conjunction with other governing directives, prescribes UV-18 procedures under most circumstances, but is not to be used as a substitute for sound judgment or common sense. The pilot in command (PIC) is ultimately responsible for the safe and effective operation of the aircraft.

1.3. Crew Requirements:

1.3.1. The minimum crew for the UV-18 aircraft is a unit designated solo-qualified pilot.

1.3.2. The normal crew for the UV-18 aircraft is a Mission Pilot and a First Pilot or a Co-Pilot.

1.3.3. The normal crew for parachuting operations includes a fully qualified Jumpmaster.

1.3.4. A First Pilot may fly in either the left or right seat with a qualified Mission Pilot. Copilots will only fly in the right seat.

1.4. Flight Time, Flight Duty Period and Medical Restric tions:

1.4.1. For normal operations the UV-18 is considered a "Utility" type aircraft, with a flight duty period of 12 hours. As authorized by the MAJCOM/DO, when the mission being performed is a pure "Transport" mission (point to point with no parachuting activities) the UV-18 can be considered a "Transport" type aircraft and have a flight duty period of 16 hours.

1.4.2. Aircrew members will not be scheduled to fly or perform aircrew duties when taking oral or injected medication, unless an individual medical waiver has been granted by the Command Surgeon. Aircrew members may not self-medicate except according to AFI 48-123, *Medical Examination and Standards*. The following is a partial list of medications which may be used without medical consultation:

1.4.2.1. Skin antiseptics, topical antifungals, 1 percent hydrocortisone cream, or benzoyl peroxide for minor wounds and skin diseases that do not interfere with the performance of flying duties or wear of personal equipment.

1.4.2.2. Single doses of over-the-counter aspirin, acetaminophen or ibuprofen to provide pain relief for minor self-limiting conditions.

1.4.2.3. Antacids for mild, isolated episodes of indigestion.

1.4.2.4. Hemorrhoidal suppositories.

1.4.2.5. Bismuth subsalicylate for mild cases of diarrhea.

1.4.2.6. Oxymetazoline or phenylephrine nasal sprays when used by aircrew members as "get me downs" in the event of unexpected ear or sinus block during flight. They shall not be used to treat

symptoms of head congestion existing prior to flight. (Use renders aircrew members DNIF until cleared for further flight by a flight surgeon.)

1.5. Clothing Requirements. All aircrew members will wear flight suits, flight gloves, and boots or an approved squadron uniform. Aircrew members will remove rings and scarves before performing aircrew duties.

1.6. Deviations. Do not deviate from the procedures and guidance in this publication except when necessary to preserve safety or protect lives.

1.6.1. The PIC has ultimate authority and responsibility for the course of action to be taken.

1.6.2. Report all deviations or exceptions without waiver through channels to the major command (MAJCOM) office of primary responsibility (OPR).

1.7. References. The primary references for UV-18 operations are the *UV-18B Flight Manual* (Technical Order (T.O.) 1V-18(U)B-1) and this instruction. Training units may develop maneuvers manuals and instructional techniques guides from the procedures contained in these documents. Maneuvers manuals and instructional techniques guides may be used to augment initial qualification training and may expand these basic procedures, but in no case will they be less restrictive.

1.8. Recommended Changes and Waivers.

1.8.1. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to 34 OG/OGV in accordance with AFPD 11-2, *Aircraft Rules and Procedures,* paragraph 2.4.1. AF/XO is approval authority for changes/revisions to this instruction.

1.8.2. Unless otherwise directed, MAJCOM/DRU DOs have waiver authority for this publication according to AFPD 11-2. Submit waiver requests in message or memorandum format through Stan/Eval channels. Waiver authority is delegated to unit DOs in specific areas of this document.

Chapter 2

MISSION PLANNING

2.1. Responsibilities. The responsibility of mission planning is shared jointly by the individual pilots and the operations functions of the organizations.

2.2. General Procedures:

2.2.1. Accomplish sufficient flight planning to ensure safe mission accomplishment. AFI 11-202 Volume 3, *General Flight Rules*, specifies minimum requirements.

2.2.2. Compute takeoff and landing data for all operations from unpaved surfaces or surfaces shorter than 3000 ft. MAJCOM approval is required for these operations.

2.3. Maps and Charts. Local Sectional and VFR Terminal Area (Class B Airspace) charts must be on board the aircraft. When flying outside the local area, charts covering the route of flight must be on board the aircraft. These charts must be appropriate for the type of mission flown.

2.4. Required Documents. The following documents must be on board for flight:

2.4.1. Aircraft weight and balance.

2.4.2. Airworthiness certificate.

2.4.3. Aircraft registration.

2.4.4. AFTO Form 781, **Aerospace Vehicle Flight Report and Maintenance Document**.

2.5. Briefing and Debriefing:

2.5.1. The pilot-in-command (PIC) is responsible for presenting a logical briefing that will promote safe, effective mission accomplishment. In addition, the following guidance applies:

2.5.2. All pilots, crewmembers, and passengers will attend a briefing unless previously coordinated with unit supervisors.

2.5.3. Begin briefings at least 30 minutes (1 hour for formation) before scheduled takeoff.

2.5.4. Structure flight briefings to accommodate the capabilities of each pilot in the flight.

2.5.5. MAJCOMS will provide briefing guides for use by the PIC. Guides will contain a reference list of items that may apply to particular missions. Items listed may be briefed in any sequence. Specific items not pertinent to the mission need not be covered.

2.5.6. Brief an alternate mission for each flight.

2.5.7. All missions will be debriefed.

2.5.8. Required topics for flight briefings are contained in local Chapter 5.

2.5.9. On subsequent flights, the PIC must brief only those items that have changed from the previous flights.

2.6. Unit-Approved Checklists and Local Pilot Aids.

2.6.1. Unit-Approved checklists may be used in lieu of flight manual checklists if the checklists contain, as a minimum, all items (verbatim and in order) listed in the applicable flight manual checklist. Crewmembers will still carry a current flight manual checklist and have it available, if needed, on all flights.

2.6.2. Unit-Approved pilot aids will include as a minimum, the following items:

2.6.2.1. Briefing guides.

2.6.2.2. Local radio frequencies.

2.6.2.3. Appropriate airfield diagrams.

2.6.2.4. Emergency information, including appropriate bingo fuels from local airfields.

2.6.2.5. Other information deemed necessary by the local unit.

2.7. Flight Crew Information File (FCIF). The FCIF is used to ensure that aircrews receive time-critical information prior to signing out aircraft. Aircrews will ensure they have read the latest FCIF and signed it off prior to signing out aircraft.

Chapter 3

NORMAL OPERATING PROCEDURES

3.1. Ground and Taxi Operations:

3.1.1. Students not upgrading in the UV-18 and individuals receiving orientation rides will not start engines or taxi the aircraft.

3.1.2. Personnel not actively involved in refueling will remain at least 50 ft away from an aircraft refueling operation. In addition, do not operate the engine, taxi, or radiate electromagnetic energy (radio, DME, or transponder operation) within the 50 ft safety zone.

3.1.3. Pilots will not compromise minimum wingtip clearances during taxi. 25 ft is the minimum wingtip clearance. Exceptions. A 10 ft minimum applies if:

3.1.3.1. A wingwalker monitors taxi clearance, or

3.1.3.2. A locally based aircraft uses a taxi line to avoid either permanent structures, the same model aircraft in designated parking spots or support equipment in designated areas.

3.1.4. Ice and (or) Snow Conditions. The minimum Runway Condition Reading (RCR) for UV-18 operations is six. The RCR for takeoff must be greater than the crosswind component (steady state or gust). Ensure all aircraft surfaces are clear of frost, ice, and snow prior to flight.

3.1.5. Maintain at least two ship-lengths behind single-engine light aircraft. Maintain at least five ship lengths (of the preceding aircraft) behind multi-engine or jet aircraft. Maintain a minimum of 500 ft behind taxiing helicopters.

3.1.6. Use proper tailwind/headwind/crosswind control inputs while taxiing.

3.1.7. Engine Running On-Load/Off-Load (ERO). EROs may be accomplished with squadron commander approval. EROs are mutually agreed upon by the Drop Zone Control Officer (DZCO) and the aircrew, either of these agencies may terminate the ERO at any time. Specific ERO guidance is provided by local units.

3.2. Engine Run-Up. Full engine run-ups are required only on the first flight of the day.

3.3. Takeoff:

3.3.1. Intersection takeoffs are approved as long as runway remaining is 3000 ft or greater.

3.3.2. The maximum gross weight for takeoff must not exceed 12,500. Single-engine climb gradient must be at least 180 ft per nautical mile (ft/NM). NOTE: AFMAN 11-217 *Instrument Flying Procedures* minimum climb gradient for an instrument departure is 200 ft/NM.

3.3.3. Existing weather for takeoff must be at or above compatible landing minimums.

3.3.4. Co-pilots or first pilots may not accomplish right seat takeoffs when passengers or jumpers are on board, unless an IP is in the left seat.

3.3.5. During mission pilot upgrade training, an IP will perform the takeoff if the ceiling is less than 300 ft AGL and/or the visibility is less than one mile.

3.4. Formation Takeoff:

3.4.1. All formation flights will be a minimum the PIC will formation qualified and occupy the left seat.

3.4.2. Weather. Weather must be IAW AFI 11-202V3 *General Flight Rules* Visual Flight Rules (VFR) minimums and provide capability to rejoin and fly the duration of the formation portion in VMC.

3.4.3. Takeoff interval between aircraft is 15 seconds minimum.

3.5. Join-Up and Rejoin:

3.5.1. VMC weather is required for join-up and the duration of the flight.

3.5.2. Flight lead will maintain 90 KIAS minimum, using an appropriate torque to allow rejoin.

3.5.3. Lead's bank angle is limited to 30^{o} of bank for a normal turning rejoin.

3.5.4. Flight members will join in sequence.

3.6. Formations (General):

3.6.1. Flights will have a radio dedicated for communication within the flight. This radio should not be used for ATC or other controlling agencies (drop zone control officer frequency may be used as long as it does not interfere with jump operations).

3.6.2. Flight or element leads will always consider wingman or element position and ability to safely perform a maneuver before directing it.

3.6.3. The general position that should be used for maneuvering is based upon a wing position 45^{0} offset and slightly below. A fingertip to route position (no further than 500 ft) may used, as necessary.

3.6.4. When changing leads:

3.6.5. The minimum altitude for changing leads within a formation is 500 ft AGL.

3.6.6. Initiate lead changes from no closer than a route position (two ship widths).

3.6.7. The wingman taking the lead will have all aircraft in formation in sight to ensure they are well clear and the lead change can be made safely.

3.6.8. The lead change will be coordinated with a radio call and confirmed by all flight members.

3.6.9. The lead aircraft will normally take the last position in the formation, unless briefed otherwise.

3.6.10. The normal position that should be used for airdrop is slightly above or below (as desired by the Jumpmaster), behind and offset normally to the right of lead. Any other airdrop position will be briefed to the whole formation including all jumpmasters and jumpers and will insure adequate clearance for exiting jumpers. Number three is the same using two as a reference.

3.6.11. When slowing the flight for airdrop, lead will be directive over the radio when to start the slowdown. Lead will then use 10 psi torque, configure with 10 flaps and maintain 90 KIAS. On jump final all turns are made with rudder as directed by lead.

3.6.12. Prior to terminating the formation, lead will ensure that all wingmen have an appropriate clearance and/or airfield in sight and the sequence of recovery is clear.

3.7. Weather Requirements:

3.7.1. If lighting or thunderstorms are reported within 10 miles of the area of operation, ensure the aircraft is not exposed to hail, lighting, windshear, or microbursts. Cease jump operations if lighting approaches 5 miles.

3.7.2. Do not initiate live jumps in flight at temperatures colder than -10^0 F atmospheric level.

3.7.3. Flights into areas of known or forecast icing conditions greater than moderate is prohibited.

3.7.4. Minimum ceiling for jump operations is 2,500 ft AGL.

3.7.5. Ground operations should not be conducted when surface winds exceed 30 knots (steady state or gusting). The maximum crosswind limit for takeoff and landing is 23 kts for IPs and FEs. The maximum crosswind limit for takeoff and landing is 18 kts for MPs, FPs, and CPs.

3.7.6. Flight into areas of known or reported severe turbulence is prohibited. Flight into forecast severe turbulence is allowed when approved by the Operations Group Commander.

3.8. Clearances. The pilot coordinating clearances with a controlling agency should be the non-flying pilot. Once a taxi or flight clearance is established, the coordinating pilot will announce the clearance over interphone to the other pilot (and jumpmaster if applicable).

3.9. Altitude Calls. Mandatory altitude calls while in Instrument Meteorological Conditions (IMC) for the pilot not flying the aircraft are as follows:

3.9.1. Nonprecision Approaches:

3.9.2. 200 ft above minimum descent altitude (MDA).

3.9.3. “Minimums” at MDA.

3.9.4. “Continue” when the runway environment is in sight.

3.9.5. “Go-around” at missed approach point if the runway environment is not in sight.

3.9.6. Precision Approaches:

3.9.7. 200 ft above decision height (DH).

3.9.8. “Land” at DH if the runway environment is in sight and the aircraft is in a position for a safe landing.

3.9.9. “Go-around” at DH if the runway environment is not in sight or if the aircraft is not in a position for a safe landing.

3.9.10. Climb Out/Descent:

3.9.11. Transition altitude/Transition level.

3.9.12. 1,000 feet above/below assigned altitude.

3.9.13. 1,000 feet above initial approach fix altitude or holding altitude.

3.9.14. 200 feet above procedure turn and final approach fix altitude.

3.10. Approach and Landings:

3.10.1. Co-pilots or first pilots may not accomplish right seat landings when passengers or jumpers are on board, unless an IP is in the left seat.

3.10.2. Touch-and-go landings will only be accomplished with an IP.

3.10.3. Do not perform touch-and-go landings with the air operable cargo (lexan) door open.

3.10.4. Land beyond any raised web barrier (for example, MA-1A, BAK-15) or insure adequate stopping distance exists.

3.11. Clearing. Pilots must understand that many VFR pilots use uncontrolled training areas and airspace surrounding many drop zones. Therefore, the concept of *see and avoid* is critical and cannot be over emphasized.

3.12. Transfer of Aircraft Control. Both pilots must know at all times who has control of the aircraft. In all cases, the pilot assuming control of the aircraft will state "I have the aircraft" and will shake the yoke. The pilot relinquishing control will state: "You have the aircraft." Once assuming control of the aircraft, maintain control until relinquishing it as stated above.

3.13. Fuel Requirements. Bingo Fuel is a prebriefed fuel state that allows the aircraft to return to the base of intended landing or alternate. When it becomes apparent an aircraft will land at the base of intended landing (or alternate if required) with low fuel, declare the following:

3.13.1. Minimum fuel – 300 pounds or less.

3.13.2. Emergency fuel – 200 pounds or less.

3.14. Functional Check Flights (FCF). FCFs are performed after accomplishing inspections or maintenance to assure the aircraft is airworthy and capable of mission accomplishment.

3.14.1. Conditions requiring an FCF include (but are not limited to) major retrofit modifications; removal or replacement of moveable flight control surfaces (except repaint); major repairs that would affect the flying characteristics of the aircraft; adjustment, removal, or replacement of major components of the flight control system for which airworthiness cannot be verified by maintenance operational checks; or the removal or replacement of an engine.

3.14.2. The unit commander is responsible for the FCF program. The unit commander may waive a complete FCF and authorize an FCF to check only systems disturbed by maintenance, inspection, or modification.

3.14.3. The best-qualified instructor or stan/eval aircrews will accomplish FCFs. They will be designated "FCF qualified" within their assigned aircrew position by the unit commander in a memorandum.

3.15. Post Flight:

3.15.1. Complete the AFTO Form 781 and notify maintenance of discrepancies.

3.15.2. Install wheel chocks and, if wind conditions warrant, control locks before leaving aircraft.

3.15.3. Crews remaining off-station overnight will carry chocks, engine intake covers and prop locks.

3.15.4. Inform maintenance, QAE, and Squadron Flying Safety of any ground or air aborts.

3.16. Minimum Equipment List (MEL). Table 3.1. contains the minimum operational equipment and systems considered essential for safe flight. If an installed item is not listed, it is considered essential and will be treated as such. Unless otherwise specified, restrictions apply at home and en route stations. "En route" applies to locations where contract maintenance is not available. The PIC will carefully consider the mission requirements before dispatching an aircraft with any degraded systems. Any item the PIC considers essential to mission completion will be fixed or corrected prior to dispatching the aircraft. MEL items are required for all UV-18 operations except as noted. Waiver authority for flight with MEL items inoperative rests with the squadron DO.

Table 3.1. Operational Equipment and Systems.

Item	Equipment	Installed	Required	Remarks
1	Radios	2 VHF 1 UHF	1 VHF	Any 2 Required for Jump Operations
2	Passenger Address	1	0	Oral announcement by Jump Master suffices
3	Fire Extinguishers	2	1	Accessible to passengers and crew
4	Wing Tank System	1	0	Applies to aircraft with wing tanks only
5	Hydraulic Low Pressure Light	1	0	Monitor Hydraulic Pressure closely on the Hydraulic gages
6	All Icing Systems	1	0	Must be functioning for any expected icing conditions and for overnight cross country
7	Landing Lights	2	1	Do Not Operate in the 'Pulse' position
8	Cockpit and Instrument Lights	-	-	Required for night flights, Note 2
9	Wing Inspection Lights	2	0	Required for anticipated Icing Conditions
10	Passenger Lights (Fasten Seatbelts and No Smoking)	1	0	Jump Master on Headset required
11	ADIs	2	1	Note 1
12	Airspeed Indicators	2	1	Note 1
13	Altimeter	2	1	Note 1
14	Turn and Slip	2	1	Note 1
15	VVI	2	1	Note 1
16	ADF	1	0	Required for IFR or Cross Country
17	VOR/ILS (VHF Nav)	2	1	2 Required for Cross Country/Overnight
18	DME	1	0	Note 2
19	GPS	2	0	Note 2
20	Weather Radar	1	0	Required for flights into areas of forecast or actual thunderstorms
21	Bleed Air/Heat	-	-	Required for Icing and as mission dictates

Notes

1 -- Left seat must be operative and operate the aircraft in only VFR conditions

2 -- Required as mission dictates, GPS with a current IFR database as dictated by AFI 11-202V3

Chapter 4

ABNORMAL OPERATING PROCEDURES

4.1. General. Follow the procedures in this chapter when other than normal circumstances occur.

4.1.1. In emergency situations, a thorough knowledge of the terrain in the climb-out and drop area is critical.

4.1.2. The JM controls jump-related emergencies within the aircraft cabin. Such emergencies may not allow JM-to-pilot communication until the emergency is under control. The JM will notify the pilot of the nature of the emergency and the status as soon as practical.

4.1.3. Refer to your checklist and IFG for additional guidance. If time and conditions permit, inform the appropriate controlling agency with the following information about your situation:

4.1.3.1. Aircraft call sign and type.

4.1.3.2. Position and altitude.

4.1.3.3. Nature of emergency.

4.1.3.4. Number of people on board.

4.1.3.5. Fuel on board.

4.1.3.6. Intentions (desired runway and ETA).

4.1.3.7. Assistance required.

4.1.4. Squawk emergency code 7700 (if warranted).

4.1.5. The situation will dictate whether you should return to the home airfield or land at another suitable airfield. Deviate from normal return routes and altitudes if the situation warrants. When deviating, inform the controlling agency, if possible.

4.2. Radio Failure. For a no radio (NORDO) recovery, the procedures in AFI 11-205, *Aircraft Cockpit*

4.2.1. IFF Procedures: Set transponder code to 7600 until safely landed.

4.2.2. At a controlled airfield, remain outside or above Class D airspace until the direction of landing has been determined. Acknowledge tower light signals by rocking your wings. If no light signal is received and no traffic conflict exists, land.

4.2.3. At uncontrolled airfields, remain 500 ft above the published pattern altitude while attempting to determine the landing runway. If unable to use traffic to determine the landing runway, use wind indicators. Once the landing runway has been determined, join the airfield traffic pattern and land.

4.3. Hot Brakes. Coordinate with tower. Park away from flammables. Point nose into the wind.

4.4. If Carrying Parachutists:

4.4.1. Decide whether the jumpers will exit the aircraft immediately or remain with the aircraft for landing.

4.4.2. If cleared to jump, the jumpmaster will determine whether jumping is safe, and which parachute to activate.

4.4.3. Emergency Landing. If an emergency crash landing is imminent, the jumpmaster will review emergency landing procedures with personnel on board the aircraft (as time permits).

4.4.4. Passengers aboard will fasten their safety belts, secure their helmets, and brace themselves for impact.

4.4.5. After the aircraft has come to a complete stop, immediately exit. Assist injured personnel under supervision of the pilot and jumpmaster.

Chapter 5

LOCAL OPERATING PROCEDURES

5.1. Use of This Chapter. This chapter is reserved for unit local operating procedures. Units may also publish chapter 5A containing the same information in condensed format to be carried in-flight along with the aircraft checklist. If this chapter is incorporated in another base publication (instruction, supplement, etc.), a single page insert will be used referencing its location or the entire publication will be inserted, as appropriate.

5.2. Guidance. Procedures herein will not be less restrictive than those contained elsewhere in this instruction. Unnecessary repetition of guidance provided in other established directives should be avoided. However, reference to those directives is acceptable when it serves to facilitate location of information necessary for local operating procedures.

5.3. Procedures for Publishing. When publishing chapter 5, units will forward copies to the MAJCOM and appropriate subordinate agencies who will review it and return their comments or required changes back to the units, as appropriate. If a procedure is determined to be applicable to all UV-18 units, it will be incorporated into the basic instruction.

5.4. Organization of Chapter 5. The local chapter 5/5A will be organized in the following and will include at a minimum, the following information:

Section A. Introduction.

Section B. General Policy.

Section C. Ground Operations.

Section D. Flying Operations.

Section E. Abnormal Procedures.

Attachments. Illustrations.

5.5. Procedures for Inclusion. This chapter will include procedures for the following, as applicable:

Command and control.

Aircrew Publication Requirements.

Diversion instructions and fuel requirements

Local weather procedures.

Cross-country procedures.

Unit standards (optional).

MARVIN R. ESMOND, Lt General, USAF
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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2UV-18, Volume 1, *UV-18 Aircrew Training*

AFI 11-202, Volume 3, *General Flight Rules*

AFI 11-205, *Aircraft Cockpit And Formation Flight Signals*

AFMAN 37-139, *Records Disposition Schedule*

Joint Publication 1-02, *DoD Dictionary of Military and Associated Terms*

T.O. 1V-18(U)A-1, *USAF UV-18A Flight Manual*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AFPD—Air Force Policy Directive

AGL—Above Ground Level

ATC—Air Traffic Control

DO—Director of Operations

DZCO—Drop Zone Control Officer

ERO—Engine Running On-Load/Off-Load

FCIF—Flight Crew information File

FLIP—Flight Information Publications

FT—Feet

HQ—Headquarters

IP—Instructor Pilot

MAJCOM—Major Command

NORDO—No Radio

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

PIC—Pilot in Command

RCR—Runway Conditions Reading

STAN/EVAL—Standardization/Evaluation

T.O.—Technical Order

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions